



VOLUME XXIV

Bandon, Coos County, Oregon, December 19, 1907.

NUMBER 1.

## U. S. Life Saving Station for Coquille River Located at Bandon.

The Life Saving apparatus, methods and operations are a never ceasing source of interest to even the oldest residents, to say nothing of the many visitors who eagerly watch for the various drills which take place every day in the week, rain or shine.

The Coquille River Life Savings Station is located at Bandon. The home of the gallant surf-battlers is a high bluff immediately overlooking the river bar, giving a magnificent view to sea. A secondary station, the lookout, is located some mile and a quarter south on another high cliff overlooking the broad Pacific for miles each way. A grand view is to see Cape Blanco, forty miles in the distance, on a clear day. The lookout station is connected with the main station by telephone, a man being on watch constantly. All vessels that pass within several miles of the shore are under the surveillance

The routine work of the crew is very interesting. Every day has a different work laid out for them, and they know what to expect daily.

Monday is spent in overhauling the Beach Apparatus.

Tuesday, the most interesting day of the week for spectators, is spent battling the huge waves on the bar, in the surf boat. The morning is thus occupied, and while the waves are ever a source of interest, the tiny boat, resisting the poundings and fury of the waves, makes it doubly interesting.

On Wednesday the Flag Drill takes place, consisting of the wigwagging and signaling with the International code.

Thursday the Beach Apparatus Drill takes place. The surf gun throws out a shot, attached to which is a line, which falls in the rigging

Chas. T. Fieger, Harvey E. Gross, and Ernest Bruschinski. The very first year an accident happened in the surf drill, in which the Captain and the first two men mentioned above were drowned. This occurred in April, the same year, and the remainder of the crew were saved in an exhausted condition. The three boys were well known and the accident will long be remembered.

Capt. A. Scott was then appointed and had charge of the station for seven years, when he was succeeded by the present captain, Robert Johnson, who has efficiently fulfilled his duties since Nov. 20, 1899.

As everything else, a body of men thus maintained by the government has an object. In work they must co-operate with the navy, in both peace and war. During times of peace only signal information is

is a secondary matter in their consideration, the saving of life being first. Many times they have risked their lives to save others' property

A power boat is needed on the river in addition to their already large equipment, and while the appropriations are small for the Life Saving Department for equipment not positively necessary, such a motor boat is seemingly an appliance of the near future. The present crew of the Life Saving Station are as follows:

- Capt. Robert Johnson,
- No. 1 Clarence Boice,
- No. 2 Howard F. Culver,
- No. 3 Harry Walker,
- No. 4 Harrison M. Averill,
- No. 5 W. F. Allen,
- No. 6 Cleve Baker,
- No. 7 Spray Osborn.

### Bullards.

One of Bandon's closest neighboring towns is Bullards. It lies on the north side of the river and is three miles from Bandon by water and only two by the wagon road. The principal occupation of the residents is dairying, and the community is well known for its fine products in this line. Some of the largest dairy ranches in Coos County are tributary to Bullards.

The Post Office and principal store are run by R. W. Bullards who also has a large ranch. A small saw mill gets all local orders at that place, and ships a little every year. This is the oldest saw mill in Coos County, the first timber to be run through the saws over sixteen years ago. The mill is owned by Messrs E. W. and C. G. Fahy.

Bullards is about sixteen years old. It is an enterprising community, has good school and offers good opportunity for the desirable rancher.

### Oregon Cranberries.

"Not many greater opportunities for the making of money in a large way and easily are afforded anywhere in the country than on the lowlands of the Oregon and Washington coasts, where, at slight expense and with little effort, cranberries can be grown to perfection," said one of the leading front-street commission merchants of Portland. He continued:

"This is but one of the neglected, or largely neglected, opportunities that are open to Oregonians, but the possibilities of the industry are big almost beyond calculation. Cranberries can be successfully grown only in the limited areas in the United States, whereas the demand for the fruit is co-extensive with the country and steadily growing. That in itself is a most important fact, but a matter of still greater interest is the fact that nowhere else in the United States can as fine berries be produced as on the North Pacific Coast.

"The fact that Oregon can produce the finest cranberries known to the trade of the country, is probably due to climate and soil conditions on the coast. There is no question that this is possible, for it has already been done. A few enterprising men have planted the fruit in a small wa

about Tillamook Bay and in a few other places on the Oregon coast, and last year this market received from Tillamook shipments of finer flavored cranberries than were ever brought here from the East. And this was the result merely of planting the bushes and leaving the maturing of the crop to Nature, for as yet the Oregon growers have hardly made a start in the cultivation of the crop.

"The Oregon cranberry is slightly smaller than the Eastern product, but it is smoother, of better color, and much finer flavor than the imported article. Its small size probably is due to the fact that the fruit has not yet been cultivated. When Oregon men take hold of the industry in a business like way, plant systematically, and cultivate the crop with care, it will be discovered that there are few crops that can be grown with greater profit in the state, or anywhere else for that matter. Fortunes can be made in the business.

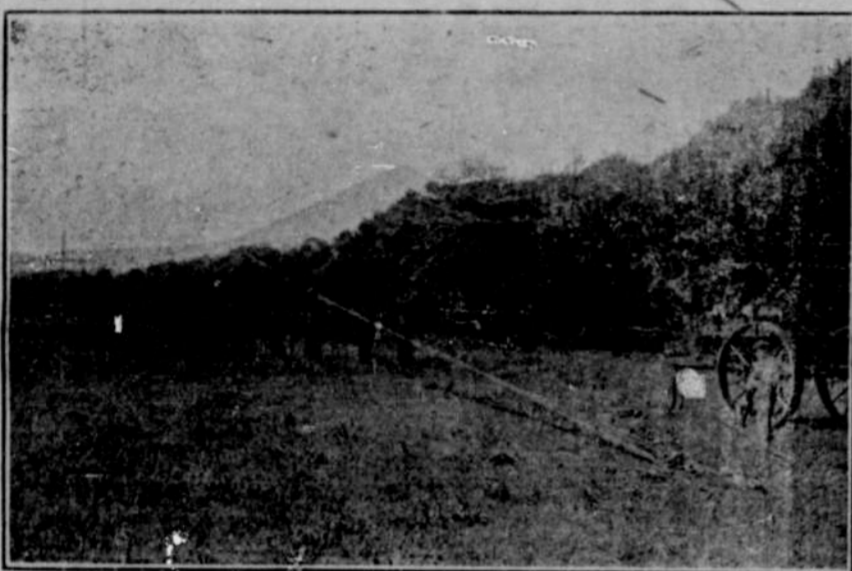
"There is always a good market for cranberries, and the Northwest produces but a small fraction of the berries that are consumed here every year. The East ships a good many carloads here annually, and when it is known that cranberries are among the heaviest of fruit producers and

that the fruit readily sells at \$8 to \$10 a barrel, some idea of the possible profits of the industry may be gained.

"J. M. Arthur, of Portland, who owns a cranberry field near Ilwaco, Wash., and Atkinson Bros., of Tillamook, are thus far the leading producers in the territory tributary to Portland. A few others are growing the fruit in a small way, but the industry is as yet in its infancy."—Telegram.

COPIES of this issue will be sent to any address in this country or Canada for 10 cents each, three for 25 cents, postage or coin.

Copies sent to prospective visitors are big boosts for Bandon-by-the-Sea.



Life-Saving Crew Giving an Exhibition on the Fourth of July on the Parade Grounds.

of this watchman. The station boys change off with the duty of watchman, making this tedious task as nominal as possible.

Many vessels have been signaled from the lookout in their various different methods. The International code, wigwagging and lights are among the most prominent signals.

The Life Saving Crew are under a Captain, and consist of seven surfmen. The captain is also empowered as Inspector of Customs. The duties of such a body are varied, but could all be summed up under one head, "To render assistance of any kind in case of any emergency." This means that their duties are by no means confined to the ocean alone. River work and even assistance at fires or any occurrence that would require assistance from cool men under a man of good understanding in all emergencies.

of a vessel. This in turn hauls out heavier lines, and finally the breeches buoy. An appliance is rigged up for the top of the ship, making the drill very realistic.

The restoration of drowned persons is practiced on Friday, and past experience has taught that it is a drill well worth the time. Their knowledge of the proper treatment to administer at a critical time has saved the life of many a drowning person.

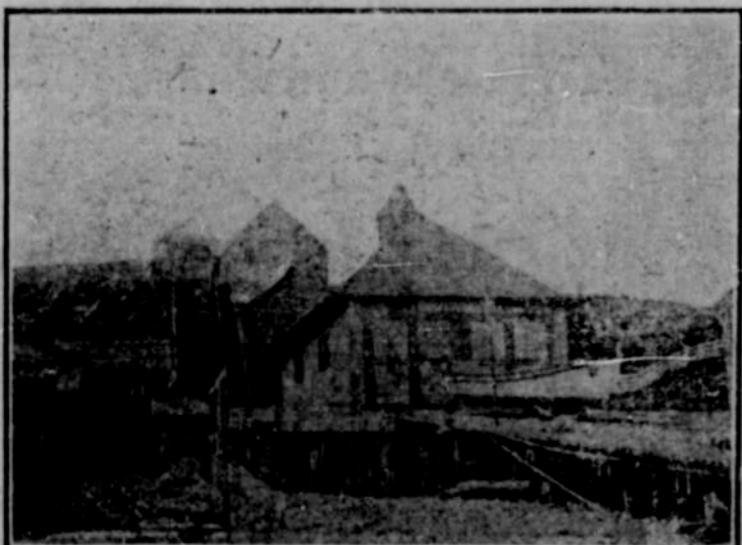
Saturday is spent overhauling apparatus and cleaning up. Everything is made shipshape and is as neat and tidy as the most particular person's home.

The first crew was stationed in Bandon in March, 1892. The members were Capt. Edward N. Nelson, Wm. H. Green, James F. Sumner, Fred A. Mehl, Myron H. Wickham,

considered, but in times of war, a coast guard is established and the war department signal service is used. Such a body tend to lessen the number of marine catastrophes, and save many inexperienced boatmen who venture too far for safety. A watch is maintained at the Lookout Station for any occurrences, and all of the crew remain close at hand to be ready on an instant's notice.

In the History of the Coquille River this crew have done a great deal of good. At different times they have picked up expensive rafts of logs which otherwise would have passed out over the bar. Numbers of vessels have been assisted out of difficulties at the mouth of the River, and but for limited space, we could cite instances where total wrecks have time after time been averted. The saving of property

Life-Saving Boat House, Bandon.





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and  
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